Aruba Esso News

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Convooi Grandi Di Pickup 1961 A Yega Garage

E convooi di binti-un pickup truck nobo-nobo cu a viaja for di haaf na Oranjestad pa garage di Lago a causa bastante conmocion ariba camina grandi pafor y den refineria. Tabata e entrego mas grandi di su sorto den anales di historia y lo mester a provoca memoria di esnan familiar cu convooi militar durante anjanan cuarenta. Pa forma e convooi, binti-un chofer mester a worde transportá pa Oranjestad for di Lago asina cu cada un por a coi un di e pickupnan.

E procesion a bini garage over di camina grandi di trafico, San Nicolas y camina mayor den refineria. Empleadonan di garage despues a cai na trabao pa instala aparatonan di radio, railings y otro requisito ariba trucknan specializá. E vehiculonan a worde duná un servicio completo, nan motor a worde poní na orden y despues nan a worde geverf abao y marcá. E ultimo dos operacionnan aki a worde hací na Paint Shop di Mechanical-Carpenter.

Cincoden Process TSD Engineering Promovi Feb. 1

Cuatro empleado di Acid and Edeleanu den Process-LOF a worde nombrá assistant shift foremen, y un ingeniero den TSD-Engineering a worde nombrá senior engineer. Tur cinco promocion a drenta na vigor Feb. 1.

E assistant shift foremen nobo ta James L. Hassell, Lovelock Hassell, Ivan V. A. Mendes y Victor L. O. van Windt. E posicion di senior engineer a bai pa William J. Hedlund.

E cuatro assistant shift foremen di Process Department a traha den Acid and Edeleanu durante henter nan carera na Lago. J. L. Hassell a cuminza na Lago Feb. 3, 1937, como process helper C. El a obtene posicion di process helper A na December 1938, a worde nombrá controlman a siguiente anja y a worde promoví pa assistant operator na 1946. Na December 1950 el a worde nombrá operator, a posicion cu el tabata ocupa na tempo di su reciente promocion.

L. Hassell a cuminza su carera na Lago Maart 23, 1936, como student operator. El a avanza pa process helper A Maart 15, 1937, y despues pa controlman na Juli di e anja ey. Sr. Hassell a worde promoví pa assistant operator na 1941 y a bira operator na 1941 y a bira operator na

(Continua na pagina 2)

Pier Access Road Work Begun

A BIG "cat" digs out asphalt and old railroad ties in the vicinity of the general shops so that a section of the main refinery road can be relocated north of its present position. The move will make room for an access road to Lago's three finger piers.

UN APARATO grandi ta coba asfalt y riel bieuw den vecindario di shopnan general asina cu e seccion aki di camina grandi di refinería por worde moví mas pa nord di su sitio actual. E cambio aki ta worde hací pa furni espacio pa un camina cu ta duna entrada pa e tres finger pier di Lago.

Trabao Cuminza Ariba Camina pa Finger Pier

Pa haci lugar pa un camina di entrada pa No. 1 y No. 2 Finger Pier y pa Finger Pier No. 3 cu ainda mester worde trahá, e camina principal di refineria den a sitio cerca di tallernan general ta worde cambiá pa un poco pa nord di su sitio actual. E camina nobo pa pier lo tin su porta di entrada na e actual porta No. 2. Portanan automatico di swing lo worde instalá na entrada di e camina pa pier mientras portanan automatico di hiza lo reemplaza e actual portanan di seguridad na No. 2.

E camina nobo lo cuminza na No. 1 Finger Pier y lo corre pareuw cu e camina grandi di refineria cambiá, despues swing pa zuid di e garage di truck di candela y pa nord pa a camina No. 3 Finger Pier. Tur tankinan den vecindario a worde kitá for di nan lugar excepto tanki No. 88 cu lo keda na uso.

Ademas di e camina nobo, luz y waya lo worde instalá. E waya lo corre mas of menos unda e actual linja mei-mei di e camina grandi di refineria ta corre awor den a strip pa zuid di shopnan general. E projecto mester keda cla durante segundo cuartal di e anja aki.

Un tarea grandi den cambiamento di sitio di e camina principal di refineria tabata kitamento di riel cu ta corre canto di e camina pa zuid di shopnan. E rielnan di trinta pia virtualmente a worde rancá for di den terra door di un grua di diez ton di capacidad. E cross ties a worde rancá cu un bulldozer. Mayoría parti di e sistema grandi a keda kitá awor.

E lamtamento di e riel bieuw ta excita nostalgia y ta trece na memoria un aspecto di economia di Aruba. E riel di Lago a cai dilanti superioridad di flotanan di truck, Dempster-Dumpsters y Ross Carriers. Destino di e riel a keda seyá ora a planta di sulfur recovery a cuminza traha y a elimina e necesidad pa lastra sulfur di Louisiana for di Gasoline Dock pa Acid Plant. Tempo cu operacion di e riel a stop na fin di

(Continua na pagina 8)

Removal of Rails for New Roadbed Stirs Nostalgia

To make room for an access road to No. 1 and No. 2 Finger Piers and yet-to-be-built No. 3 Finger Pier, the main refinery road in the area near the general shops is being relocated slightly north of its present roadway. The pier access road will have its entrance at gate No. 2. Automatic swing gates will be installed at the pier road entrance while automatic lift gates will replace the present security gates at No. 2.

The new road will start at No. 1 Finger Pier and run parallel to the relocated main refinery road, swing south of the fire truck garage and then meet No. 3 Finger Pier's access road. All tanks in the vicinity have been relocated except tank No. 88 which will remain.

In addition to the new roadway, lighting and fencing will be installed. The fence line will run approximately where the present white center line of the main refinery road now runs in the strip south of the general shops. The project is scheduled to be completed during the second quarter of this year.

A major task in relocating the main refinery road was the removal of rails and ties from the old Lago railway bed south of the shops. The thirty-foot rails were literally jerked out by a ten-ton capacity crane. Cross ties were scraped out with a bulldozer. Most of the vast system of tracks has now been removed.

The lifting of the old rails excites nostalgia and brings one aspect of Aruba economy to full cycle. Lago's railroad fell before the superiority of fleets of trucks, Dempster-Dumpsters and Ross Carriers. The fate of the railroad was sealed when the sulfur recovery plant became operative and eliminated the need to haul Louisiana sulfur from the Gasoline Dock to the Acid Plant. When the rail operation ceased late in 1955, it ended a railroad that had been in existence for more than seventy years.

Phosphate Road

The railroad was originally laid down by phosphate companies established here in 1879. The original railroad, powered by steam engines, hauled phosphate from beds in Seroe Colorado to the harbor. The thirty-inch, narrow gauge track served its owners until 1914 when the phosphate company ceased operations. Today the old tracks are being jerked from under an asphalt blanket to make way for a new roadbed. At the same time, plans are being made to reopen the same phosphate mines that necessitated the laying of the original railroad.

This was the island's only railroad, its first and presumably its last. The railroad, idle from 1914 when the phosphate company abandoned its mining venture, was revived by the Pan-American Petroleum Company more than a decade later to haul curved tank plates and lengths of pipe from the old T-dock — dismantled when Finger Pier No. 1 was built — to the site of the crude oil terminal construction.

In 1927 the company decided to build a refinery in Aruba. The railroad, now powered by internal combustion rather than steam engines, had been expanded. When the refinery went on stream in 1929, the road had hauled eight topping stills ashore plus the original equipment

(Continued on page 8)

Service Watches Awarded to Six By F. W. Switzer

Gold service watches commemorating twenty-five years of Lago employment were presented to six men at special Reception Center ceremonies the afternoon of Feb. 1. The coveted, inscribed watches were awarded by General Superintendent F. W. Switzer to H. S. Goodwin, TSD-Laboratories; J. E. Peterson and A. J. Booi, both of Process-Light Oils Finishing; F. Ras, Process-Receiving and Shipping; C. Curiel, Mechanical-Metal Trades, and L. S. Smith, Mechanical-Instrument.

The number of twenty-five-year service watches awarded to Lago employees now totals 898.

1961 Carnival Parades Set for San Nicolas, Oranjestad Feb. 11-12

Jumbies will be jumping this afternoon and tomorrow afternoon as Carnival bands wend their way through the streets of San Nicolas and Oranjestad. The San Nicolas parade will start at 3 p.m. today, Feb. 11, and the Oranjestad parade will commence tomorrow, Feb. 12, at about 3:30 p.m. The Oranjestad spectacle will terminate in front of the Trocadero Restaurant where a public dance will be held. Refreshments will be sold at the government market stalls.

If this year's Carnival parades match those of the past, viewers can expect to see gaily-colored bands of costumed paraders depicting both classic and current events. Pre-Carnival activities included children's carnivals both at the Lago Sport Park and Wilhelmina Stadium Sunday, Feb. 5, and the election of the 1961 Carnival Queen at Wilhelmina Stadium last night. A photographic spread of all the festivities will be carried in the Feb. 25 issue of the Aruba Esso News.

LAGO HOSPITAL was the subject of a recent survey by Dr. Kenneth Babcock of the Joint Commission for Accreditation of Hospitals. The hospital received its original accreditation in October, 1949. Left, Dr. Babcock is pictured with Dr. G. G. Hendrickson, medical director, Dr. J. B. M. Van Ogtrop and Nurse Calista Werleman. In the group picture, the visitor joined the department's physicians, nurses, anesthetists, pharmacists and administrators.

HOSPITAL DI Lago tabata obheto di un reciente estudio door di Dr. Kennet Babcock di Joint Commission for Accreditation of Hospitals. E hospital a haya su acreditacion original na October 1949. Robez, Dr. Babcock ta munstrá hunto cu Dr. G. G. Hendrickson, director medico, Dr. J. B. M. Van Ogtrop y Nurse Calista Werleman. Den e portret di grupo, e bishitante a reuni cu dokternan di departamento, nurse, anesthetista, boticario y administradornan.

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Most Precious Possession

The man who loses an arm or leg, fingers or toes is handicapped either severely or slightly, depending on the loss. But the man who loses his eyesight is practically incapacitated. These words he'll never read, a hit movie he'll never see, the sun will set each evening with majesty and grace while the blind man lives in an india ink world.

A man's eyesight is his most precious sense — all others are secondary. He dare not walk alone until the other senses become supersensitive and even then his journeys will be limited to a degree. His chance of employment are reduced as most skills require good vision. Loved ones must come to his aid and serve as his "seeing eye" and help him do the simple things we take for granted. The loss of one's eye-sight is a tragic event. There is no second chance. Each man's eyes must last him a lifetime.

Even the loss of one eye can greatly handicap a person. He becomes less safe on the road, he loses his depth perception, he is less efficient in performing many types of jobs.

That's why the Safety Division urges employees to obey eye protection safety rules and regulations. The finest eye protection equipment available is furnished. It is up to each employee to make use of this equipment. Safety glasses and goggles are expendable — a shattered lens can be replaced; an eye is lost forever.

Proof again that eye protection is invaluable came recently while P. J. Cicilia of Mechanical-Yard was chipping concrete. The chip that flew up at his face could have blinded his right eye permanently. Instead, it shattered the lens of his chipper's goggles which clearly demonstrated the force of the flying object. The employee operating the paving breaker or rivet buster is not the only one who should wear eye protection. Those working in the proximity of an employee using chipping and breaking tools should also wear chipper goggles. Small pieces of concrete have been known to travel with force for quite a distance. Anyone in the immediate area should consider himself exposed to flying particles and should make use of eye protection goggles.

Posesion Masha Precioso

E homber cu perde un braza of pia, dede di man of di pia, ta den un desventaha serio of menor, dependiendo di e caso. Pero e homber cu perde su vista ta practicamente incapacitá. E palabranan aki lo el no leza hamas, un ciné lo el no mira, solo ta drenta tur atardi cu mahestad y gracia mientras e homber ta biba den un mundo di obscuridad manera tinta preto.

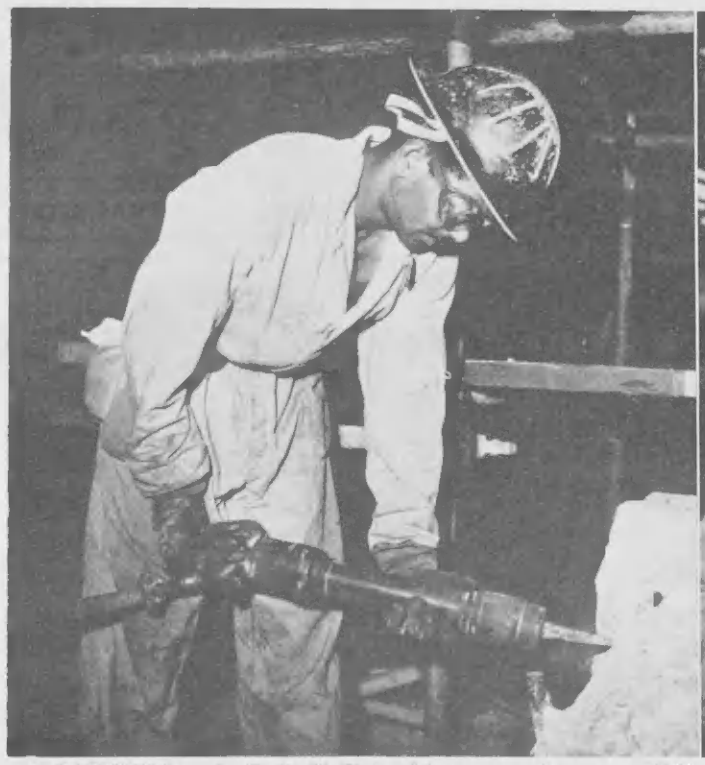
Vista di un hende ta su sentido di mas precioso — tur otro ta secondario. El no ta riska camna su sol te ora e otro sentidonan bira supersensitivo y hasta su paseonan mester ta limitá. Su chens di haya trabao ta worde reducí como mayoría trabao ta requeri bon vista. Familianan mester bin yude'le y actua como su "vista" y yude'le haci cosnan simple cu pa nos ta masha normal. Perdida di un hende su vista ta un evento muy tragico. No tin di dos chens. Vista di cada hende mester wante'le durante henter su bida.

Hasta perdida di un wowo por pone un persona den desventaha grandi. El ta bira menos seguro ariba camina, el ta perde su percepcion di altura, el ta menos eficiente den hacimento di mayor parti di trabaonan.

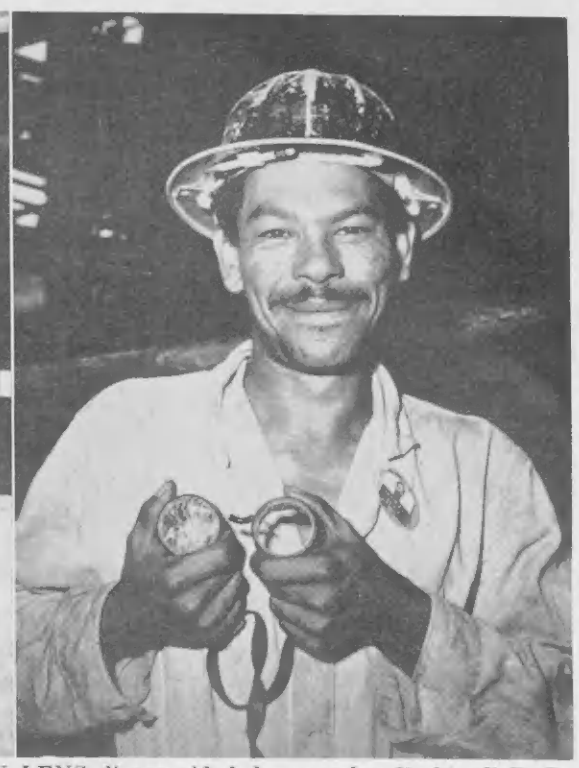
Ta pesey division di seguridad ta urgi empleadonan pa obedece reglanan di seguridad tocante proteccion di vista. Lo mehor ta worde furní den asunto di proteccion di vista. Ta keda na cada empleado pa haci uso di esakinan. Brilnan di seguridad por worde cumprá — un glas kibrá por worde cambiá pa un nobo; pero un wowo sí ta perdí pa semper.

Un prueba mas cu proteccion di vista ta masha valioso a bini recientemente mientras P. J. Cicilia di Mechanical-Yard tabata chip concreto. E chip cu a bula den su cara por a ciega su wowo drechi pa semper. En vez, el a kibra e lens di su bril na werki. Esaki claramente ta munstra e forza cu a obheto volando a dal cu ne. E empleado cu ta opera paving breaker of cortador di rivet no ta e unico cu tin mester di proteccion di wowo.

Esnan cu ta traha den proximidad di un empleado cu ta usa hermentnan pa chip of kibra cos tambe mester bisti bril di chip. Pidanan chikito di concreto tin ora sa bula cu forza over di un distancia leuw. Cada hende den vecindario mester considera su mes exponí na pidanan volando y mester haci uso di brilnan protectivo.



A SAFETY lens in P. J. Cicilia's chipper goggles was shattered when a piece of concrete struck it with bullet-like force while the Mechanical-Yard employee was chipping concrete at No. 2 Powerhouse. Fortunately the lens of the safety goggles was destroyed and not his right eye which once again demonstrates the impact resistance of safety lenses.



UN LENS di seguridad den goggles di chip di P. J. Cicilia a worde kibrá na werki ora un pida concreto a dale cu hopi fortaleza ora e empleado di Mechanical-Yard tabata chip concreto na No. 2 Powerhouse. Pa fortuna ta e lens di e bril di seguridad a worde destruí y no su wowo drechi. Esaki a demonstra un vez mas e resistencia di bril di seguridad contra golpe.

Five Men in Process, TSD Receive Promotions Feb. 1

Four Acid and Edeleanu employees in Process-LOF have been named assistant shift foremen, and an engineer in TSD-Engineering has been named a senior engineer. All five promotions became effective Feb. 1. The new assistant shift foremen are James L. Hassell, Lovelock Hassel, Ivan V. A. Mendes and Victor L. O. van Windt. The senior engineer's position went to William J. Hedlund.

J. L. Hassell

L. Hassell

W. J. Hedlund

The four Process Department assistant shift foremen have served in Acid and Edeleanu during their entire Lago careers. J. L. Hassell started at Lago Feb. 3, 1937, as a process helper C. He attained process helper A status in December, 1938, was named a controlman the following year and was promoted to assistant operator in 1946. In December, 1950, he was named an operator, the position he held at the time of his recent promotion.

L. Hassell began his Lago career March 23, 1936, as a student operator. He advanced to process helper A by March 15, 1937, and was named a controlman in July of that year. Mr. Hassell was promoted to assistant operator in 1941 and became an operator in July, 1948.

Mr. Mendes joined the company Feb. 1, 1939, as a process helper D. Successive promotions raised him to process helper A status in October, 1939. He became a controlman in 1940, assistant operator in 1945 and operator in 1950.

Lago starting date for Mr. Van Windt was Feb. 16, 1939. From process helper D he advanced through the ranks to process helper A. His promotion to controlman came in January, 1940, and his advancement to assistant operator came in May, 1948. Mr. Van Windt was named an operator in March, 1952.

Mr. Hedlund began his Lago employment Dec. 26, 1952, as a designer in TSD-Engineering where he has remained during his more than eight years of service. He was named engineer in March, 1953, and held that position until his Feb. 1 promotion.

I. V. A. Mendes

V. L. O. van Windt

CINCO PROMOVI

(Continua di pagina 1)

Juli 1948.

Sr. Mendes a cuminza traha na compania Feb. 1, 1939, como process helper D. Promocionnan sucesivo a hacie'le avanza pa process helper A na October 1939. El a bira controlman na 1940, assistant operator na 1945 y operator na 1950.

Sr. Van Windt a cuminza traha na Lago Feb. 16, 1939. For di process helper D el a avanza pa posicion di process helper A. Su promocion pa controlman a bini na Januari 1940, y su avance pa assistant operator a bini na Mei 1948. Sr. Van Windt a worde nombrá operator na Maart 1952.

Sr. Hedlund a cuminza su empleo na Lago Dec. 26, 1952 como designer den TSD-Engineering unda el a keda durante su mas cu ocho anja di servicio. El a worde nombrá engineer na Maart 1953.

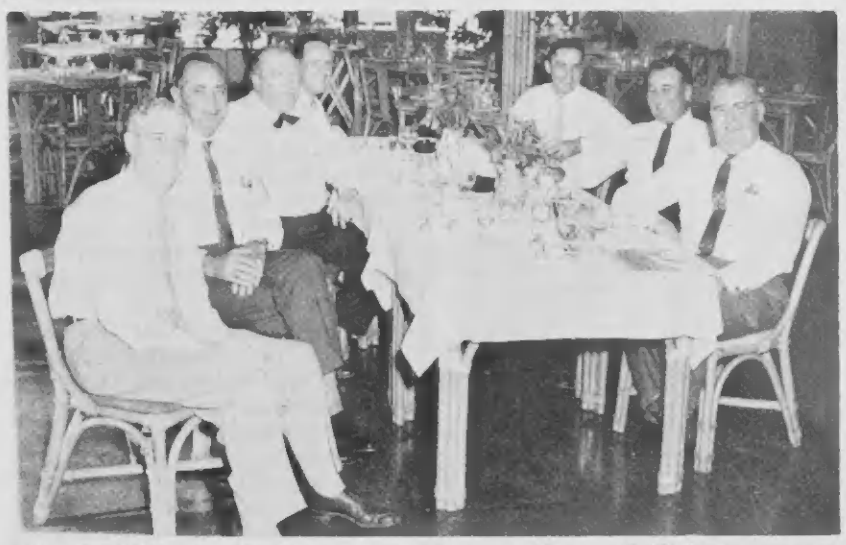
H. A. Jarvis Named Creole President

Harry A. Jarvis has been named president of Creole Petroleum Corporation to succeed Arthur T. Proudfit, who will retire March 1. Elected vice-president of the Standard Oil Company (New Jersey) affilate in Venezuela was Leo E. Loury.

Well known in Caribbean and South American petroleum circles, and particularly in Aruba, Mr. Jarvis has thirty years of oil experience with Jersey Standard affiliates. His ascent to the top position of Creole came after fourteen years with the Venezuelan company. Prior to his Creole service he had been with the Jersey affiliate in Argentina. He was the first manager of the Amuay refinery.

Mr. Proudfit will end almost thirty years in the oil business in Venezuela. His original assignment in 1927 followed eight years of Mexican service with a Jersey Standard affiliate. He was named Creole president in 1945 and then again in 1959. During an interim period between Creole presidencies he was a member of the board of directors of Standard Oil Company (New Jersey).

Mr. Loury is a specialist in finance, and has been with Creole for twenty-three years.



GUEST OF honor at a December luncheon was George G. Flaherty, process foreman in Process-Catalytic and Light Ends, who left Jan. 1 for retirement. Left to right are F. W. Switzer, W. H. Norris, J. F. Flaherty, M. E. Fisk, D. A. Domes, W. D. Huffman and Mr. Flaherty.

HUESPED DI honor na un comida December tabata George G. Flaherty, process foreman den Process-Catalytic & Light Ends, kende ta sali cu pension Jan. 1. Robez pa drechi ta F. W. Switzer, W. H. Norris, J. F. Flaherty, M. E. Fisk, D. A. Domes, W. D. Huffman y Sr. Flaherty.

A SILVER cup engraved "Outstanding Operation 1930-1961" was presented with other gifts by I. Mendes, right, to E. H. Wise, shift foreman in Acid and Edeleanu, on behalf of fellow employees. The long-service Acid Plant man left Lago Jan. 26 for subsequent retirement.

UN COPA di plata engrabá "Outstanding Operation 1930-1961" a worde presentá hunto cu otro regalonan door di I. Mendes, banda drechi, na E. H. Wise, shift foreman den Acid and Edeleanu, na nomber di companjeronan di trabao. E empleado di largo servicio di Acid Plant a laga Lago Jan. 26 pa retira subsecuentemente.

Lago Men at Work...

Commissary Men Serve Lago Families

A NEVER-ending commissary task is replacing depleted stocks of canned and packaged goods. Replenishing near-empty shelves are S. Osefia, foreground, and A. Croes, both commissary helper A employees.
UN TRABAO cu nunca ta caba den comisario ta trecemento di surtido nobo di mercancía na bleki y paki. Yenando e trachetnan casi bashí ta S. Osefia, adilanti, y A. Croes, tur dos commissary helper A.

Commissary workers have a distinct advantage over fellow employees engaged in refinery operations. Since family members are in and out of the commissary many times over, the variety of tasks commissary workers perform are fairly well understood.

The commissary is a beehive of activity. Busy produce clerks weigh and price purchases and make sure that vegetable bins are well stocked. The clerk at the meat counter conveys an order to meat cutters out of sight who work hand in hand with the men who prepack various cuts.

Between the islands of canned and packaged goods employees are busy stamping goods with prices and replenishing depleted stocks. Behind the scenes are the

(Continued on page 7)

Empleadonan di comisario tin un ventaha distinto ariba nan companjeronan di trabao cu ta ocupá di refineria. Como miembronan di familia ta drenta y sali comisario cu frecuencia, e variedad di tareanan cu e trahadornan na comisario tin ta worde bon comprendi y observá.

Comisario ta un centro di actividad. Klerknan ta pisa y marca articulonan y ta percura pa e surtido di berdura ta bon furní. E klerk na e meso di carni ta manda un orden pa e cortadornan di carni for di vista patras, kende ta traha den intimo cooperacion cu e hombernan cu ta paketa e productonan di carni.

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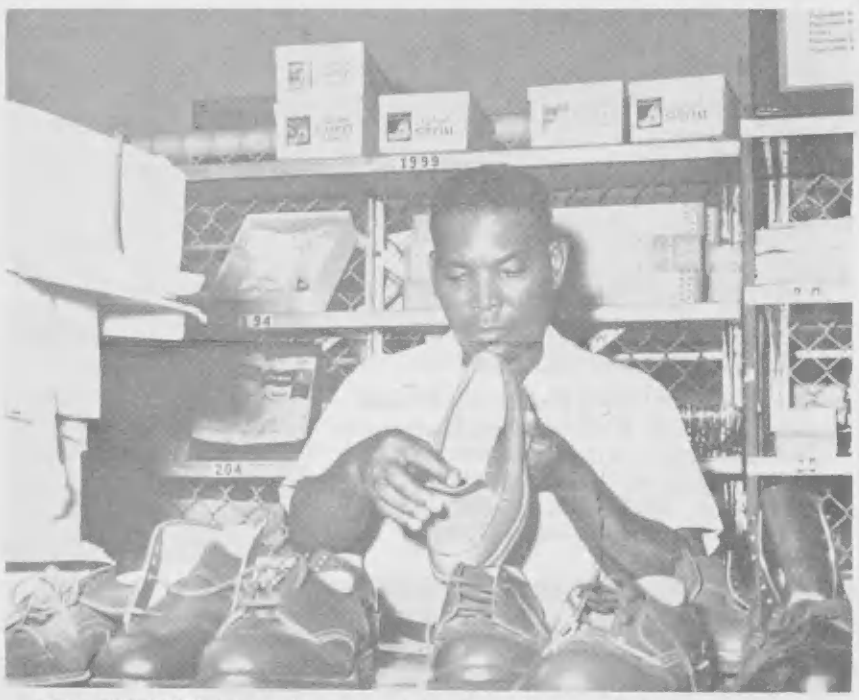
PAPER WORK takes a lot of Supervisor J. M. LaCruz's time at the Lago Commissary.
TRABAO ADMINISTRATIVO ta tuma hopi tempo di Supervisor J. M. La Cruz.



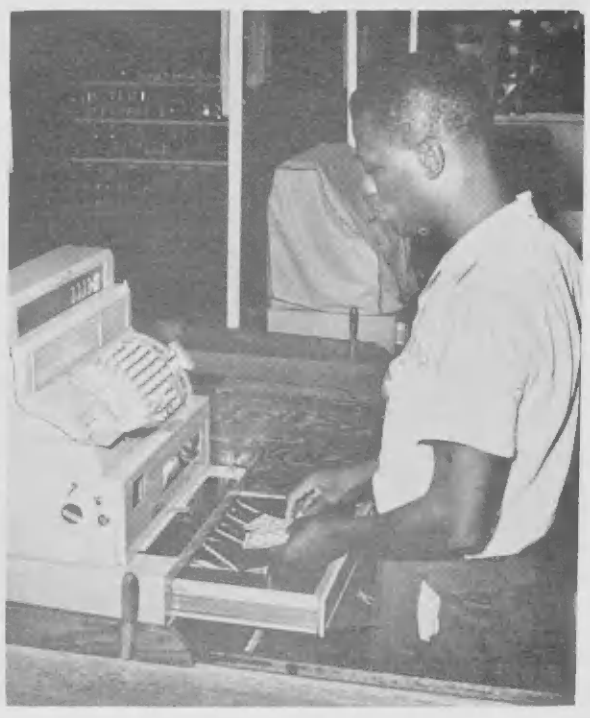
LAGO COMMISSARY offers a variety of goods in addition to food. Behind the safety shoes is David E. Hellings, check-out cashier.
COMISARIO DI Lago ta ofrece un variedad di articulonan ademas di cuminda. E homber cu ta percura pa zapatonan di seguridad ta David E. Hellings, check-out cashier.

BUSY REPLENISHING vegetable stocks, above, is B. Franken, while behind the scenes is T. Greaux, upper right, butcher A. Packaging coins and tabulating at right are R. Daly, foreground, and R. Raj. A variety of job skills are required in commissary operations.
NA TRABAO yenando e surtido di berdura, ariba, ta B. Franken, mientras tras di enscena ta T. Greaux, ariba banda drechi, butcher A. Paketando placa di metal y tabulando banda drechi ta R. Daly, adilanti, y R. Raj. Un variedad di trabau ta necessario den operaciónan di comisario.

BRAVING THE cold in the walk-in deep freeze room is R. H. van der Blick, commissary helper A.
TRAVERSANDO e frio den e diepvriezer grandi ta R. H. van der Blick, commissary helper A.

PRACTICALLY EVERY commissary item is price stamped. On the job is J. Vrolijk, commissary helper A, who joined Lago three years ago.
PRACTICAMENTE tur articulo di comisario tin nan prijs marcá ariba. Na trabao ta J. Vrolijk, commissary helper A, kende a bin traha na Lago tres anja pasá.

DURING RUSH hours a busy, busy man is A. Warner, check-out cashier, who must register each purchase, total it on the machine and collect the cash payments for the goods.
DURANTE oranan di hopi ventas un homber hopi ocupá ta A. Warner, check-out cashier, kende mester registra cada compra, conte'le ariba mashien y recibi pago al contado.



Rope

Though man has weathered the bronze age, iron age, steel age and, we hope, the atomic age he still must rely on simple tools invented by his ancestors many thousands of years ago. In the complexity of steel towers, pipe alleys and marine piers that make up Lago's refinery, the simple rope continues to rank high as an important tool.

Its meager beginnings can be traced back to 4000 B.C. when some unknown genius plaited strips of hide or vegetable fiber together to create the first crude rope. The secret was in the twist. He had equalized the stress on each fiber or strip which gave his "rope" greater strength.

Today's rope, though finer and more precisely made, is still produced with the age-old twist most familiar to Lago employees who need this tool to perform their daily work assignments. The biggest rope users at Lago are men in the Marine Department's Floating Equipment Division, Mechanical-Carpenter employees and Mechanical-Yard riggers and stevedores. In addition, men in almost every Lago craft find a definite need for rope at one time or another.

But it is still harbor men, painters, carpenters, riggers and stevedores who become most familiar with rope splicing, hoisting, securing and knotting. They work with rope as thick as a man's arm and several hundred feet long and with pencil-thin rope in much shorter lengths. They use different types of rope depending on the job. Marine men mostly use synthetic fiber rope while riggers like sisal rope and painters and carpenters mostly use the manila variety. Each is best suited for a particular job because of its inherent properties.

Tug, barge and launch workers like the new synthetics — nylon, dacron and polyethylene — because they have better abrasion-resistant

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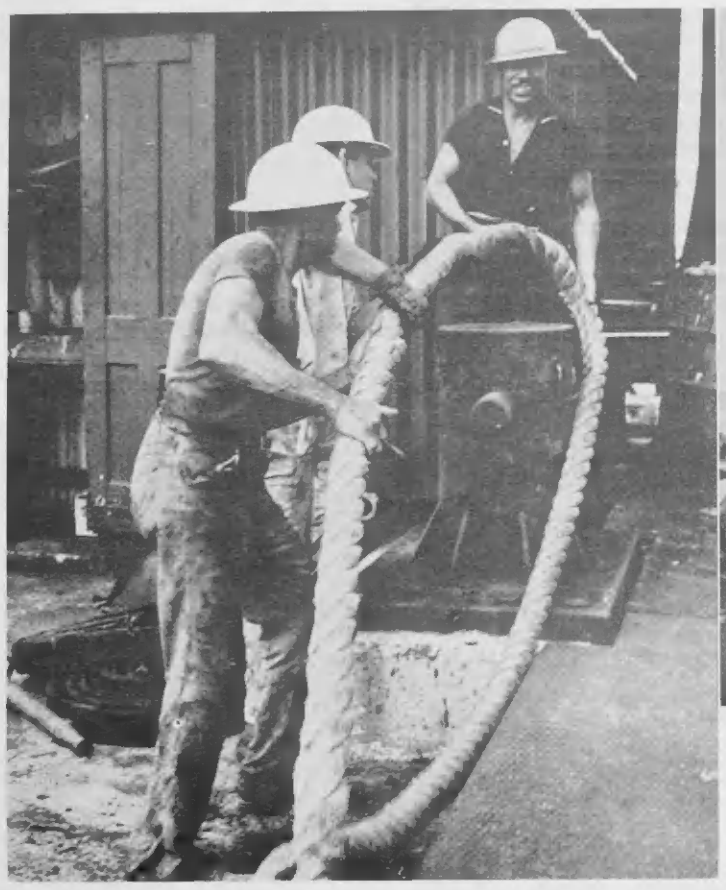
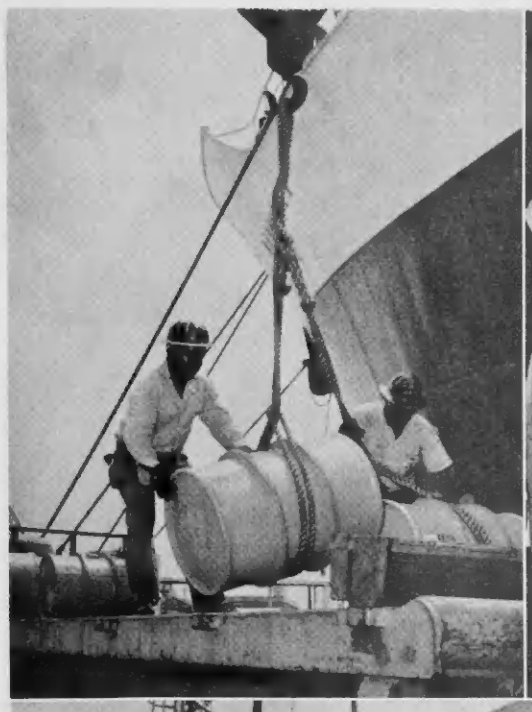


HEAVE HO! A nine-inch-circumference mooring line is slipped on a bit, left, by dockmen. A tug worker throws a heaving line, above. HALA! UN linja ta worde pasá over di un cabecilla robez door di trahadornan di waaf. Un trahador ariba remolcador ta tira un linja.

A WOODEN tool called a fid is used to open up rope while splicing. Performing this ancient, yet still effective, task is Julio Dorothal, center, Mechanical-Yard stevedore corporal, who has thirty-one years' service.



ROPE SLINGS used for unloading tetraethyl lead, top left, are made up by stevedores, top center. Pulling a tug whistle rope, top right, is Captain P. Jackson. Rope, left, is scrapped when no longer safe. Rope makes the best safety nets and tag lines, right. E SLINGNAN di cabuya usá pa descarga tetraethyl lead, robez ariba, ta worde trahá door di stevedores, centro ariba. Halando un linja di pitro di remolcador, ariba banda drechi, ta Captain P. Jackson. Cabuya, banda robez, ta worde bentá afor ora e no ta bon mes. Cabuya ta forma e mehor rednan di seguridad, ariba.

LIGHT ROPE is
halyards. A Lago
Esso colors w
CABUYA FINI ta
pa hisa bandera. U
e bandera Esso

Cabuya

Maske hende a recorre e epoca di brons, epoca di hero, epoca di staal y, nos ta spera, epoca atomico ainda el mester confia ariba simple herment inventá door di su antecesornan hopi miles di anja pasá. Den e complexidad di torennan di staal, alley di tubo y piernan marino cu ta forma refineria di Lago, e simple cabuya ta sigui ocupa un lugar importante como un herment di trabao.

Su principio modesto ta bai back te 4000 anja promer cu Cristo tempo cu un genio desconocí a vlecht repi di cuero of fibra di mata na otro pa forma e promer cabuya crudo. E secreto tabata den e vlechtmento. El a igualiza e tension ariba cada fibra of repi pa duna e cabuya mas forza.

E cabuya di awendia, maske mas fini y mas preciso, ainda ta worde producí cu e vlecht familiar pa empleadonan di Lago cu tin mester di e herment aki pa cumpli cu nan trabaonan diario. E usadornan mas grandi di cabuya na Lago ta empleadonan di Mechanical-Carpenter y riggers y stevedores di Mechanical-Yard y empleadonan di Floating Equipment Division di Marine Department. Ademas, hombernan den casi tur ofishi di Lago ta den necesidad pa usa cabuya un tempo of otro.

Pero ainda ta trahadornan ariba waaf, verfdó, carpinter, riggers y stevedores cu ta bira mas familiar cu splaismento, hizamento, maramento y konopamento. Nan ta traha cu cabuya mes diki cu braza di un homber y varios cien pia largo y cu cabuya diki di un potlood y hopi mas cortico. Nan ta usa diferente sorto di cabuya dependiendo di e trabao. Hendenan di Marine Department ta usa mayor parti cabuya di fibra syntetico mientras riggers ta usa cabuya di sisal y verfdó y carpinter ta usa esun clase di manila. Cada un ta mas adecuado pa e clase particular di trabao en vista di su calidadnan inherente.

(Continua na pagina 7)

UN HERMENT di palo cu yama un "fid" ta worde usá pa habri cabuya ora di splaice. Haciendo e trabao antiguo aki pero ainda efectivo ta Julio Dorothal, centro, corporal di stevedore den Mechanical-Yard, kende tin trinta y un anja di servicio.

A DOCKMAN, above, checks a safety line on a life ring while, right, a scaffold builder guides material being hoisted with a tag line.
UN DOCKMAN, ariba, ta check un linja di seguridad ariba un salbabida mientras, banda drechi, un trahador di scaffold ta guia material.

ıersally used on flag
ɔliceman lowers the
w such a halyard.
arde usá tur caminda
Lolis di Lago ta baha
oun cabuya asina.

ROPE HAS varied uses at Lago. You'll find twine in the offices, halyards on marine towers and ships, tag lines on docks and around units, mooring lines on ships and a leash on a mascot.
CABUYA TIN varios uso na Lago. Bo ta haya hilo den oficina, linja mas diki ariba toren marítimo y bapor y linja di tag ariba waaf.

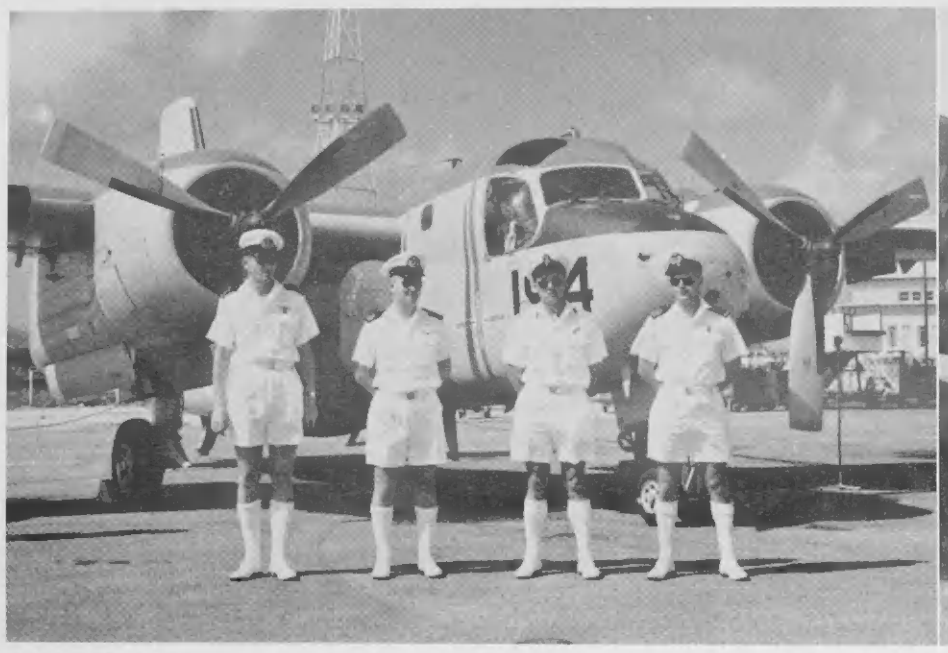
Naval Air Force Gets Grumman Trackers

Sleek Canadian-built Grumman F2S-1 Tracker search and strike aircraft of the Dutch Naval Air Force were exhibited at Princess Beatrix Airport Jan. 18 to Marines, the press and island dignitaries. Three of the five Curaçao-based twin-engined craft were flown to Aruba for the special showing. The new planes replace Avenger craft which have been used by the air force for several years. Grumman trackers have a range of over 1300 miles and are equipped with radar, MAD (a magnetic submarine detecting device), SONAR and can carry five-inch rockets and homing torpedoes. A crew of four — pilot, co-pilot, radio operator and MAD operator — man each Tracker.

E aeroplanonan di deteccion y atake di Fuerza Aerea Naval Holandes, e Grumman F2S-1 Tracker trahá na Canada, a worde demonstrá na vliegveld Prinses Beatrix Jan. 18 na mariniers, prensa y dignitarionan di e isla. Tres di e cinco avionnan di dos motor basá na Curaçao a worde trecí Aruba pa e demonstracion special. E aeroplanonan nobo ta reemplaza esnan di estilo Avenger cu a worde usá ya ta varios anja. E Grumman Tracker tin un alcance di vuelo di 1300 milla y ta equipá cu radar, MAD (arma anti-submarino), SONAR y por carga raket di cinco duim y torpedo zonante. Un tripulacion di cuatro — piloto, co-piloto, operador di radio y operador di MAD — ta ocupa cada Tracker.

LATEST ADDITIONS to the Dutch Naval Air Force based at Curaçao are Canadian-built Grumman Trackers. Three of the five new planes visited Aruba Jan. 18 where they were shown to Marines, the press and island dignitaries.

ULTIMO ADICION na e Fuerza Aerea Naval Holandes, basá na Curaçao, ta e Grumman Trackers trahá na Canada. Tres di e cinco aeroplanonan nobo a bishita Aruba Jan. 18 unda nan a worde demonstrá na mariniers, prensa y dignitarionan di e isla.



EACH TRACKER is manned by a crew of four — pilot, co-pilot, radio operator and MAD (anti-submarine gear) operator. The craft has a 1300 mile range.
CADA TRACKER tin un tripulacion di cuatro — piloto, co-piloto, operador di radio y operador di MAD (armanan anti-submarino). E aeroplano tin un alcance di vuelo di 1300 milla.

MARINE OFFICERS (Major Heinen, center) chat with Lago President O. Mingus.
OFICIALNAN DI mariniers (Majoor Heinen, centro) ta combersa cu Presidente di Lago O. Mingus.

ESPECIALLY INTERESTED in inspecting the new aircraft were Marine troops based at Savaneta.
PARTICULARMENTE INTERESA den inspeccion di e aeroplanonan nobo tabata e trupanan di Mariniers basá na Savaneta Camp.

Lago Scholarship Grants Awarded To Two Employees

Lago scholarships have been awarded to Leopold A. Richardson, junior engineering assistant A in TSD-Utilities Engineering, and Otilio L. Jacobs, junior engineering assistant A in the economics and programming group in TSD.

Both youths left Aruba for Stillwater, Oklahoma, where they are attending Oklahoma State University. Mr. Richardson is undertaking a two-year course in electronics technology in the school's Technological Institute and Mr. Jacobs is enrolled in chemical engineering.

L. A. Richardson

O. L. Jacobs

Before joining Lago in September, 1958, Mr. Richardson earned a Mulo diploma and also attended St. Dominicus College in Oranjestad. Mr. Jacobs, who started at Lago May 7, 1957, completed H.B.S. III in Aruba and H.B.S. V in Holland. After attending M.T.S. (now higher technical school) in Holland, he returned to Aruba in 1956 and was employed by the government for a short period.

Schedule of Paydays

Semi-Monthly Payroll

Feb. 1-15 Thursday, Feb. 23

Monthly Payroll

Feb. 1-28 Wednesday, March 8

NEW ARRIVALS

January 1

SCHMIDT, Paul A. - Mech. Mason; A son, Newton Allister
LACLE, Carmelo - Metal Trades; A daughter, Maria Christina

January 3

WALLE, Glicerio T. - LOF; A daughter, Ivy Soraya Genoveva

January 4

WINTERDAAL, Savinio - Mech. Yard; A son, Roberto Rigio

January 5

PETERSON, Nelson J. - TSD-EIG; A son, Francois Xavier
PENA, Dominico M. - Garage; a daughter, Juana Victoria

January 6

DIRKSZ, Juan F. - Cracking; A daughter, Irena Maria

January 7

ARENDS, Pedro I. - Mech. Mason; A daughter, Georgiana Jacqueline
WERLEMAN, Esteban - Mech. Yard; A son, Albertico Luciano
WERLEMAN, Gabriel A. - C&LE; A son, Gabriel Valentino

January 8

DIAZ, Jacinto M. - Mech. Electrical; A son, Leonel Ruloff
BROWN, Antonie - Mech. Yard; A son, Julian Ruben
MADURO, Juan - Mech. Carpenter; A daughter, Brenda Maria

January 11

ARENDS, Vidal - C&LE; A son, Vidal Gerald
YARZAGARAY, Marcelo - C&LE; A son, Marcel Jude Anthony
WERNET, Cristo R. - Mech. Yard; A son, Arsenio Emiterio Fernando
KOCK, Alberto - Mech. Pipe; A daughter, Violeta Rosselline
DeGRAF, Pearl E. - Medical; A daughter, Eliana Josephine

January 13

TROMP, Antolino - Ind. Rel.; A daughter, Liliana Sofia

January 14

MADURO, Carnacion - TSD Eng.; A daughter, Lucia Maria
WONG, Kok W. - TSD Eng.; A daughter, Debra Ann
LO FO SANG, Paul E. - Accounting; A daughter, Ilse Marie Eleonora
NICOLAAS, Gerardo R. - Instrument; A son, Robert Raimond

January 15

PETERSON, Leonard A. - Mech. Admin.; A son, Leonard Anthony, Jr.
HOEK, Felix S. - LOF; A daughter, Vivian Violet

January 17

DABIAN, Panfilio L. - Scaffold; A daughter, Glenda Angela
WOODS, Joseph E. - Mech. Garage; A daughter, Irma Hyacinth
RAFINE, Anselmo P. - Cracking; A daughter, Marlien Mariela
BLIJDEN, Derick M. - Mech. Pipe; A daughter, Joycelin Yvonne

January 19

KOOLMAN, Estanislao - Mech. Garage; A daughter, Marisa Magala
Van VOLLEVELDE, Nellius - Cracking; A daughter, Lilian Amalia

January 20

KOCK, Bicente - Scaffold; A son, Eddie Nelson

January 22

DUBERO, Esteban M. - Mech. Paint; A son, Nelson Esteban

January 23

THIJZEN, Louis - Acid & Edel.; A daughter, Judith Rosaline
CEERMAN, Andresito - LOF; A daughter, Magriet

January 24

FINGAL, Pascual J. - Storehouse; A daughter, Anna Lorena
CROES, Antonio - C&LE; A son, Marcolino Benoit

SERVICE AWARDS

20-Year Buttons

Hugo L. Dammers	Commissary
Johannes D. Croes	Cracking
Cogland Matthew	Rec. & Shipping
Willem H. Caster	C&LE
Alwin L. Hoen	Laboratory No. 1
Samuel K. Rajroop	Public Relations
Calvin E. G. Birsby	Carpenter

10-Year Buttons

Henry G. Granger	Lago Police
Vernon E. Johnson	Accounting
Rudolph A. de Goede	Medical
Eugenio C. Winterdaal	Medical
Alfonsina C. Vlijt	Medical
Pedro Maduro	Commissary
Germain C. E. Halley	Gen. Serv.-Admin.
Earlin Nedd	Dining Hall
Alfonzo de Windt	Dining Hall
Joannes Laole	Utilities
Cerilio Krozendijk	Laboratory No. 1
Virgilia Angela	Laboratory No. 1
Joseph R. Haddocks	Pipe

New Pick-up Trucks Make Up Lago's Biggest Convoy

The convoy of twenty-one brand new pick-up trucks that moved from the Oranjestad docks to Lago's garage created quite a stir on the main highway and the refinery's main road. It was the biggest movement of its kind in the refinery's annals and must have piqued the memories of those familiar with military convoys during the Forties. To accomplish the move, twenty-one drivers had to be transported to Oranjestad from Lago so that each could pick up one of the twenty-one pick ups.

The procession wound its way to the garage via the main highway, San Nicolas and the main refinery road. Garage employees then went to work to re-install two-way radios, railings and the like on specialized trucks. The vehicles were completely serviced, given tune-ups and later undercoated and lettered. The last two operations were performed at the Mechanical-Carpenter Paint Shop.

A CONVOY of twenty-one brand new pick-up trucks from the United States created quite a sight as it wound its way from Oranjestad docks to Lago's garage via the main refinery road. The new vehicles will replace older trucks.

UN CONVOOI di binti-un pickup nobo nobo for di Estados Unidos a forma un balente vista ariba camina for di haaf na Oranjestad pa garage di Lago via camina grandi den refineria. E vehiculonan nobo lo reemplaza e trucknan mas bieuw.

Jarvis Nombrá Presidente di Creole Maart 1

Harry A. Jarvis a worde nombrá presidente di Creole Petroleum Corporation como sucesor di Arthur T. Proudfit, kende lo retira Maart 1. Como vice-presidente di Standard Oil Company (New Jersey) su afiliado na Venezuela a worde nombrá Leo E. Loury.

Popular den circulonan di petroleo den Sur America y Caribe, y particularmente na Aruba, Sr. Jarvis tin trinta anja di experencia den industria petrolero cu afiliadonan di Jersey Standard. Su ascendencia pa e posicion mas halto na Creole a bini despues di diez-cuatro anja cu e compania Venezolano. Promer cu su servicio na Creole el a traha cu e afiliado di Jersey na Argentina. E tabata e prome manager di e refineria di Amuay.

Sr. Proudfit lo termina casi trinta anja di actividad den industria petrolero na Venezuela. Su encargo original na 1927 a bini despues di ocho anja di trabao na Mexico cu un afiliado di Jersey Standard. El a worde nombrá presidente di Creole na 1945 y atrobe na 1959. Durante un periodo interino entre su ocupacionnan di e presidencia di Creole, el tabata miembro di junta di directiva di Standard Oil Company (New Jersey).

Sr. Lowry ta un specialista den financia, y ta cu Creole durante mas cu binti-tres anja.

CABUYA

(Continua di pagina 5)

Trahador ariba remolcador, barge y lancha ta usa e synteticonan nobo - nylon, dacron y polyethylene - pasobra nan ta mas resistente contra feilamento, ta mas fuerte, no ta worde afectá door di muhamento y ta mas liher cu cabuya di hennep di e mes fortaleza. E ultimo aki ta haci e trahamento mas facil mientras e cabuya di hennep ta mas zwak ora e ta muhá.

Maske synteticonan ta costa mas hopi cu cabuya di manila y sisal, nan ta wanta como diez vez mas hopi den uso marítimo. Dacron ta worde usá unda minimo rekmento ta deseable mientras nylon ta ofrece mehor calidad pa absorba golpe den towmento di bapor grandi. Manila ainda ta worde usá popularmente door di bapornan como cabuya pa mara. Cabuya ta worde usá tambe den Marine Department pa e senjalnan, ariba remolcador, rednan di seguridad, salbabiba, adilanti di remolcadornan, cabuya di bandera, y usonan similar.

Cabuya Di Sisal

Stevedores y riggers generalmente ta usa cabuya di sisal den nan trabao. E ta mas barata cu manila y toch ta satisface e specificacionnan requerí. Stevedores ta baha mayor parti di carga seco cu cabuya di waya y paleta di Ross Carrier, pero nan mester usa sling di cabuya pa baha drum di tetra-ethyl lead di 750 liber. Cabuya ta worde usá mas facilmente ariba obhetonan rondó, metalico, manera drum of tubo pa motibo di su resistencia contra slipmento. Ademas, cabuya di waya ta corta den material suave y semper por causa un chispe den lugarnan unda tin hopi gas. Riggers ta depende tambe pa un gran parti ariba cable di waya pa hiza cos pisá, pero nan ta haya cabuya indispensable pa traha linja di guia pa carganan trabahoso. E dos ramonan ta usa tambe e cabuya mas barata di sisal pa mara barge ora esakinan ta descarga. E gastamento pisá di cabuya cu ta bini di cambiamento di barge ta dune'le un bida cortico y e mehor calidad di manila mas costoso no ta requerí den e operacion aki.

Riggers y stevedores continuamente ta inspecta cabuya como un precaucion di seguridad y ta haci esfuerzo special pa mantene'le seco. Slings cu ta worde usá pa descarga lead particularmente mester ta den masha bon condicion y ta worde bentá afor si mester socede e menor grado di gastamento.

Esnan cu tambe ta concerná cu e condicion seguro di nan cabuya y slings ta e verfdónan di schoorsteen y carpinter. Den hopi caso bida di un homber ta depende ariba e mes cabuya cu ta tene su stoel di bosun den halto na e schoorsteen. Manila di alta calidad ta worde usá door di e dos ramonan di ofishi den instalacion di stoelnan di bosun, stelashi, borchinan di seguridad, cabuya pa salba bida. Mescos cu riggers, e verfdó y carpinternan ta inspecta nan cabuya masha cuidadosamente promer nan warda nan.

Varios Otro Usonan

Tin varios otro usonan común y único pa cabuya dentro di refineria. Pa motibo di su flexibilidad cabuya ta mas adecuado pa hopi trabaonan chikito di hizamento y pa asegura varios sorto di material. E por worde usá pa encerra sitionan di trabao y pa traha linjanan di seguridad. Verfdó di schoorsteen tambe ta usa cabuya na un manera único. Nan ta mara un linja na un balon yená cu helio y ta manda e balon den e schoorsteen. E balon ta drief bin abao door di peso di e linja y un linja mas diki ta worde mandá ariba den e schoorsteen. Na esaki tin mará un cabuya chikito ariba cual un cable di hero ta gehaak. E cable ta worde halá ariba y usá pa mara un stoel di bosun.

Factor Di Seguridad

Na Lago cabuya ta worde cumprá na liber pero e ta worde identificá sea pa su diametro of su circumferencia. Un factor di seguridad di cinco pa un ta worde usá pa determina e cabuya adecuado pa e trabao. Maske un cabuya di un inch ta limitá na hizada di 1080 liber maximo su punto di kibra ta 5000 liber. Ki ora cu tin mester di un cabuya di hiza flexible, confiable y bon fuerte na Lago y ora tin mester di un poco calidad di rek y feilamento, ta casi segur cu cabuya ordinario ta worde selectá pa haci e trabao.

SUBCONTRACTOR'S SANDBLASTERS are busy cleaning 100-foot piles, used in the construction of Lago's rapidly-forming No. 3 Finger Pier, in their special lower yard area. About 120 of the enormous piles have been driven by the builders, the Raymond Concrete Pile Company. Pile sections are spliced together by welders, lower right, to make the 100-foot-long sections.

SANDBLASTERS DI subcontratistanan aki ta limpiando pilanan di 100 pia cu ta worde usá den construccion di Finger Pier No. 3 cu ta formando rapidamente na Lago. E trabao ta socede na Lower Yard. Mas of menos 120 di e enorme pilanan a worde mandá den fondo di lamar door di e contratista, Raymond Concrete Pile Company. Seccionnan di pila ta worde gesplais hunto door di welders, robez abao, pa forma e seccion-

WIFE AND daughter joined J. E. Illidge of TSD-EIG at his Dec. 28 retirement luncheon. Left to right are Miss E. H. Illidge, Mrs. Illidge, Mr. Illidge, N. P. Schindeler, J. E. Wanamaker, W. C. Jansen and L. R. Seekins.

ESPOSA Y yiu a acompanja J. E. Illidge di TSD-EIG na su comida di despedida Dec. 28. Di robez pa drechi ta Srta. E. H. Illidge, Sra. Illidge, Sr. Illidge, N. P. Schindeler, J. E. Wanamaker, W. C. Jansen y L. R. Seekins.

Jersey Affiliate Brings In New Well in Libya

Standard Oil Company (N. J.) announced recently that it had been advised by Esso Sirte, Inc. that controlled production testing had begun at Ragubo-1 discovery well in Concession 20 in the Cyrenaica province of Libya.

Esso Sirte, a Jersey Standard affiliate, is the operator of Concession 20 which it owns jointly with Libyan American Oil Company and W. R. Grace and Company.

The Raguba-1 well has a 220-foot gas and oil bearing section below a depth of 5280 feet. Initial test data obtained from a forty-foot section resulted in production rates of 494 barrels of oil a day through a one-quarter inch choke and 2250 barrels a day through a half-inch choke.

Testing is being continued at higher rates from this new discovery which Esso Sirte terms "significant." The company is confident that production rates can be increased to 5000 barrels a day by opening additional sections and by acidization.

The new field is located in the southeastern portion of Concession 20, about eighty miles from the Mediterranean coast. Esso Sirte has moved a second drilling rig into the area. Two additional wells are presently being drilled to determine the real extent of the field.

In January, 1960, Esso Sirte acquired from Libyan American Oil and W. R. Grace, an undivided half interest in Concessions 16 and 17 in Tripolitania province of Libya and Concession 20 in the Cyrenaica province.

Jersey has another wholly-owned affiliate in Libya, Esso Standard (Libya) Inc. which made the Zelten field discovery.

Libyan American Oil is a wholly-owned subsidiary of the Texas Gulf Producing Company.

Rope Works for Lago

(Continued from page 4)

qualities, have a higher breaking strength, are not affected by moisture and are much lighter than hemp rope of the same breaking strength. The latter makes handling easier while a hemp rope is weaker when wet.

Although synthetics cost much more than manila and sisal rope, they last up to ten times longer in marine use. Dacron is used where minimum stretching is desired while nylon offers better shock-absorbing qualities for towing big ships. Manila is still popularly used by ships for mooring lines. Rope is also used in the Marine Department on signal halyards, tug headlines, safety nets, life rings, tug fenders, flag halyards, heaving lines and the like.

Stevedores and riggers mostly use sisal rope in their work. It is cheaper than manila yet meets the required specifications. Stevedores unload most dry cargo with wire rope and Ross Carrier pallet rigs but must use rope slings to unload 750-pound drums of tetraethyl lead. Rope is best used on round, metallic objects such as drums or pipe because of its non-slip properties. In addition, wire rope cuts into soft materials and also presents a spark hazard in gaseous areas. Riggers also mainly rely on wire cable for heavy lifts but find rope indispensable for making tag lines to guide unwieldy loads. The two crafts also use the cheaper sisal rope to tie up barges during unloading operations. The high wear rope incurs from shifting barges gives it a short life and the better properties of costlier manila are not required in this operation.

Riggers and stevedores continually inspect rope as a safety precaution and take special efforts in keeping it dry while stored. Slings used for unloading lead must especially be in top-notch condition and are scrapped if even the slightest wear occurs.

Also concerned with the safe condition of their ropes and slings are the stack painters and carpenters. In many cases a man's life depends on the very rope that holds his bosun chair high up on a refinery stack. High-quality manila is used by the two crafts in rigging bosun chairs, staging, safety boards, life lines and life belts. Like riggers, the painters and carpenters inspect their ropes very carefully before putting them in dry storage.

There are dozens of other common and unique uses for rope in the refinery complex. Because of its flexibility rope is best suited for many small hoisting jobs and for securing many types of materials. It can be handily used for roping off work areas and for making safety lines. Stack painters also use rope in a unique manner. They tie a cord to a helium-filled balloon and send the balloon up a stack. The balloon drifts to the ground under the cord's weight and a larger cord is pulled up the stack. To this is tied a small rope on which a wire cable is hooked. The cable is then pulled up and used to secure a bosun chair.

Safety Factor

At Lago rope is purchased by the pound but is identified either by its diameter or circumference. A five to one safety factor is used in determining the right rope for a lift. Although a one-inch rope is limited to lifts of 1080 pounds maximum its breaking strength is over 5000 pounds. Whenever a flexible, reliable and inherently strong lifting line is needed at Lago and when a little stretch and friction-gripping qualities are called for it is a sure bet that ordinary rope will be brought into play.

COMMISSARY

(Continued from page 3)

stock room men, supervisors and clerks. Playing a prominent role are the men at the check out stands who total customer's purchases. Such teamwork keeps Lago's retail commissary operating smoothly and efficiently.

WITH THE aid of a ten-ton capacity crane, Mechanical-Yard riggers pulled old rails out of the asphalt like a dentist pulling a row of bad teeth. The track had to be removed from the area north of the main refinery road in the vicinity of Lago's general shops so that the road can be relocated. For many years, work trains such as the one pictured at left hauled general cargo throughout the refinery from dockside unloading stations.

CU AYUDO di un grua di diez ton di capacidad, riggers di Mechanical-Yard ta ranca riel bieuw for di den asfalt mescos cu un djentista ta ranca un careda di djente. E riel mester a worde moví for di e sitio pa nord di ñ camina grandi di refineria den vicinidad di e shopnan mayor di Lago asina cu e camina por worde cambiá. Pa hopi anja trein di carga manera esun banda robez tabata hala carga general den henter refineria pa nan destinacion.

Parada di Carnaval Fihá pa Awe Tramerdia y Manjan

Zumbienan lo salta awe tramerdia y manjan mientras ñ paradanan di Carnaval ta haci nan rond den cayanan di San Nicolas y Oranjestad. E parada na San Nicolas lo cuminza pa 3 p.m. awe, Feb. 11, y ñ parada na Oranjestad lo cuminza manjan, Feb. 12, pa mas of menos 3:30 p.m. E parada di Oranjestad lo termina dilanti Trocadero Restaurant unda un baile publico lo worde tení. Na ñ loketnan di mercado lo tin bendemente di refresco.

Si ñ parada di Carnaval di e anja aki iguala esunnan di anja pasá, mirones por spera di mira gruponan colorosamente bisti den parada, imitando eventonan clasico y contemporaneo. Actividadnan promer cu carnaval a inclui carnaval pa mucha na Lago Sport Park y Wilhelmina Stadium Diadomingo, Feb. 5, y eleccion di e Reina di Carnaval pa 1961 na Wilhelmina Stadium ayera nochi. Un reportaje fotografico di tur e festvidadnan lo worde incluí den ñ edicion di Aruba Esso News di Feb. 25.

Oloshi pa Servicio Largo Presenta Na Seis Homber

Oloshi di oro pa conmemora binticinco anja di servicio na Lago ñ worde presentá na seis homber durante ceremonianan special na Reception Center Feb. 1 tramerdia. E oloshinan inscribí ñ worde presentá door di Superintendente General F. W. Switzer na H. S. Goodwin, TSD-Laboratories; J. E. Peterson y A. J. Booi, tur dos di Process-Light Oils Finishing; F. Ras, Process-Receiving & Shipping; C. Curiel, Mechanical-Metal Trades, y L. S. Smith, Mecanical-Instrument.

E cantidad di oloshinan pa binticinco anja di servicio presentá na empleadonan di Lago awor ta yega un total di 898.

Oil Conservation Expert To Visit

J. H. McClintock of the Esso Research and Engineering Company is scheduled to visit Lago Feb. 23 to spend several days reviewing follow-up accomplishments in the refinery's oil conservation program. He will conduct a similar survey at Amuay after he concludes his Lago review.

Mr. McClintock, an expert in oil conservation, spent several weeks at Lago during the first part of last year when he conducted a full-scale oil conservation survey.

Esso Sirte, Inc. Ta Haya Poos Nobo na Libya

Standard Oil Company (N.J.) a anuncia recientemente cu el a worde avisá door di Esso Sirte, Inc. cu testmento di produccion controlá a cuminza na Raguba-1, e poos nobo descubrí den Concesion 20 di e provincia Cyrenaica di Libya.

Esso Sirte, un afiliado di Jersey Standard, ta operador di Concesion 20 cual el ta posee hunto cu Libyan American Oil Company y W. R. Grace and Company.

E poos Raguba-1 tin un seccion di gas y azeta di 220 pia bao di un profundidad di 5280 pia. E data inicial obtení for di un seccion di cuarenta pia a resulta den produccion di 494 barril di azeta pa dia pa medio di un choke di un cuarto duim y 2250 barril pa dia pa medio di un choke di mitar duim.

Testmento ta worde continuá na produccion mas halto for di ñ descubrimento aki cual Esso Sirte ta yama "significante." Compania tin confianza cu e paso di produccion por worde aumentá te 5000 barril pa dia door di habri seccionnan adicional y door di acidizacion.

E campo nobo ta keda den parti zuidoost di Concesion 20, mas of menos ochenta milla for di e costa Mediterraneo. Esso Sirte a trece un segunda rig di bora den e sitio. Dos poos mas ta worde cobá actualmente pa determina e berdadero extento di e campo.

Na Januari 1960 Esso Sirte a consegui for di Libyan American Oil y W. R. Grace, un mitad interes sin parti den Concesionnan 16 y 17 na provincia di Tripolitania di Libya y Concesion 20 den provincia di Cyrenaica. Jersey tin un otro afiliado completo na Libya, Esso Standard (Libya) Inc. cu a descubrí e campo di Zelten.

COMISARIO

(Continua di pagina 3)

Entre e trashetnan di articulonan di paki y na bleki, empleadonan ta marca prijs y ta yenando trashet cu a bira bashi. Tras di enscena ta e hombernan den deposito, e superiornan y e oficinistanan. Un papel importante ta worde hungá door di e hombernan cu ta suma e total di compras di e clientenan. E esfuerzo cooperativo aki ta mantene e comisario di Lago operando suavemente y cu eficiencia.

Camina Nobo

(Continua di pagina 1)

1955, esaki a pone un fin na un riel cu tabata existi mas di setenta anja. Esaki ta zona incorrecto?

E riel a worde poní originalmente door di companianan di fosfaat cu a establece aki na 1879. E riel original, ariba cual locomotief tabata corre, tabata trece fosfaat for di Seroe Colorado pa waaf. E riel aki a sirbi su donjonan te 1914 tempo cu e compania di fosfaat a stop di traha. Awe e rielnan bieuw ta worde rancá for di bao capa di asfalt pa haci lugar pa un capa nobo. Na mes tempo, plannan ta worde trahá pa habri di nobo e mes minanan di fosfaat cu a haci ponemento di e promer riel necesario.

A Worde Rebibá

Esaki tabata ñ unico riel di e isla, su promer y casi segur su ultimo. E riel, cu no ta traha desde 1914 tempo cu e compania di fosfaat a stop cu minería, a worde rebibá door di Pan American Petroleum Company mas di diez anja pasá pa hiba plachinan birá di tanki y pidanan di tubo for di T-dock bieuw - demoli tempo cu Finger Pier a worde trahá - pa sitio di construccion di e terminal di azeta.

Na 1927 compania a decidi pa traha un refineria na Aruba. E riel, awor cu carronan di combustion interno en vez di stiem, a worde haci mas grandi. Tempo cu refineria a cuminza traha na 1929, e rielnan aki a sirbi pa trece ocho stills halto na terra plus e material original pa No. 1 Powerhouse, palo pa cas di trahadornan, tubo, valve y un multitud di otro cosnan. Cu algun excepcion, te tempo di e kibramento, e riel a carga tur e aparatonan grandi cu a bini pa refineria. Un aspecto cu masha poco hende fuera di esnan cu tabata aki sabi ta cu e riel a carga e hospital hiba ariba e seroe cu e ta awor.

E hospital bieuw tabata keda den e sitio actual di spheroid. Pa hibe'le ariba, riel a worde poní, e hospital lamtá y poní ariba plataforma y asina el a subi e seroe. Pa acomoda partinan grandi di material, un otro riel, di tres, a worde poní den cierto seccionnan di ñ via pa por traha cu plataformanan cu un base di wiel di sesenta duim, mientras e motor tabata ranca ariba e rielnan delegá.

Tur esaki ta parti di pasado di Lago, cu ta surgi na memoria awor cu algun pida di e riel derá ta worde rancá.

Cabuya Ta un Linja Salvavida Na Bapor

Cabuya ta un linja salvavida di bapornan pasahero luhoso, bapornan di carga, remolcadornan y botonan di pisca. El ta worde usá den 250 manera — pa lastra, trata cu carga, pa marra, como cabuya salvavida, y pa netnan. Mientras hopi sorto di cabuya ta trahá di fibra di manila, cabuya nylon engrasá den azeta ta creciendo rapido den popularidad, particularmente den companianan di remolcador. Cabuya di nylon ta excepcionalmente liher, duro y elastico. Awe, cada remolcador ta equipá cu por lo menos un cabuya di nylon di 12000 pia pa trabao den lama hundo. Asina ta cu petroleo ta bai hundo den lama for di bapornan, como un companjero marinero den industria maritimo.

ACCESS ROAD

(Continued from page 1)

for No. 1 Powerhouse, lumber for workers' homes, pipes, valves and a myriad of other equipment. With few exceptions, up until the time of its demise, the railroad had carried every major piece of equipment in the refinery. Little known to other than those who were here is the fact that a railroad carried the hospital up the hill.

The hospital was constructed in the present spheroid area. To move it up the hill, tracks were laid, the hospital jacked up and placed on flatcars and away she went up the hill. To accommodate bulky pieces of equipment, ñ third rail was laid in certain sections of the track to handle flat cars with a sixty-inch wheel base while the engine pulled on the narrow gauge rails.

All this is part of Lago's past, brought to attention with the removal of ñ few lengths of buried rails and ties.

Schedule Of Paydays 1961

LAGO OIL & TRANSPORT COMPANY, LTD.

SEMI-MONTHLY PAYROLL

PERIOD		PAYDAY		
January	1 - 15	Monday	January	23
	16 - 31	Wednesday	February	8
February	1 - 15	Thursday	February	23
	16 - 28	Wednesday	March	8
March	1 - 15	Thursday	March	23
	16 - 31	Monday	April	10
April	1 - 15	Monday	April	24
	16 - 30	Tuesday	May	9
May	1 - 15	Wednesday	May	24
	16 - 31	Thursday	June	8
June	1 - 15	Friday	June	23
	16 - 30	Saturday	July	8
July	1 - 15	Monday	July	24
	16 - 31	Tuesday	August	8
August	1 - 15	Wednesday	August	23
	16 - 31	Friday	September	8
September	1 - 15	Saturday	September	23
	16 - 30	Monday	October	9
October	1 - 15	Monday	October	23
	16 - 31	Wednesday	November	8
November	1 - 15	Thursday	November	23
	16 - 30	Friday	December	8
December	1 - 15	Saturday	December	23
	16 - 31	Tuesday	January ('62)	9

MONTHLY PAYROLL

PERIOD			PAYDAY	
January	1 - 31	Thursday	February	9
February	1 - 28	Thursday	March	9
March	1 - 31	Tuesday	April	11
April	1 - 30	Wednesday	May	10
May	1 - 31	Friday	June	9
June	1 - 30	Monday	July	10
July	1 - 31	Wednesday	August	9
August	1 - 31	Saturday	September	9
September	1 - 30	Tuesday	October	10
October	1 - 31	Thursday	November	9
November	1 - 30	Saturday	December	9
December	1 - 31	Wednesday	January ('62)	10

HOLIDAYS - 1960

January	1	New Year's Day	May	11	Ascension Day
March	31	Good Friday	May	22	Whitmonday
April	3	Easter Monday	December	15	Kingdom Day
April	30	Queen's Birthday	December	25	Christmas Day
May	1	Labor Day	December	26	Boxing Day